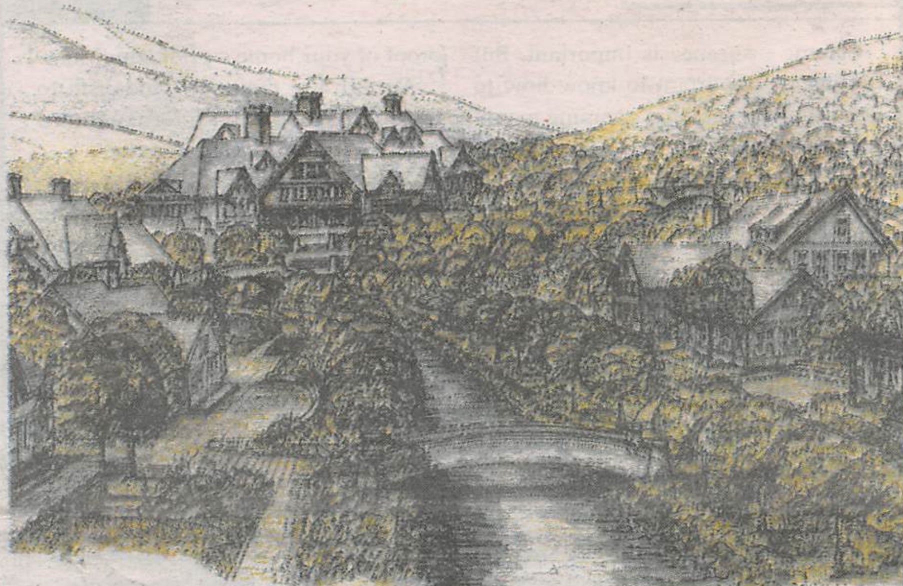
North Village Development Annexation Up for Debate

UVSC Utilities Quandary Unsolved

KIRSTEN SHAW
COURIER STAFF

The North Village development, slated to include businesses, homes and a new Utah Valley State College (UVSC) campus, which has garnered attention for the proposed special service district, is at the center of debate. Again.



Wasatch Planner Sharon Atkinson's vision of North Village.

The Wasatch Wave recently reported Heber City is seriously considering annexing the district in response to a statement by UVSC President Kerry Romesburg to Heber City Council. Romesburg told the Council the state's division of facility construction management and municipal services will not fund the college unless it operates under a municipality, according to the *Wave*. But this is not quite accurate, at least officially.

Kent Beers, the state division's capital budget manager, said Romesburg misunderstood the requirements. Beers said the state is not concerned with whether an SSD or municipality operates the college, but the division said UVSC construction or master planning cannot begin until utilities are available at the site.

"Nothing we have in our rules or regulations says whether a city or SSD has to provide these services. The main issue was let's make sure we have adequate sewer, water and other utili-

UVSC continued on A5

"I'll bet there are more pictures of my place floating around Germany than there are of Delicate Arch."

— Tom Arnold, 78, whose Moab property — packed with more than 250 junk cars (most of them Volkswagens) — is known as Tom Tom's VW Foreign Car Museum.

"In less than one-third of a second an image is permanently engraved on a person's brain."

—Chris Johnson, Holladay, president of Surf Partner, a company that pre-screens Internet pages to prevent children from encountering pornography.

"The only part of being a Blue Dog

Sources: *Deseret News*, *Salt*

SIGNPOSTS

↓ **White Christmas** is followed by **January's inversions** that lock pollutants in state's urban valleys and produce **Seasonal Affective Disorder** for some Utahns and physical ills for those with heart problems and lung disease.

↔ Burned by Democrat **Jim Matheson's** 2nd Congressional District

↓ **Tooe** **Dist** grad scores plu percentile, in 1999 an **Vernon**, **Gr** **Northlake** scores fall t 47th and centiles to respe Superinten **Shumway** off "startlin

UVSC

CONTINUED FROM A1

ties to the site before we get too far down this road," said Beers "One board member indicated he thought the issue should be resolved with the city. I can see how (Romesburg) could make that assumption from what the board member said."

The state building board member who made the suggestion was Jo Jenkins. Jenkins told the *Courier* his concern is UVSC has the utilities available before the college gains approval. He said counties don't provide municipal services, normally cities do, which is why he referred to municipal control. However, Jenkins said the board does not object to a special service district providing the utilities.

"We want to make sure the utilities are there. SSDs do have water. They aren't a problem for us, we just need to make sure we've got the utilities," said Jenkins. "If UVSC was the only one in the SSD, costs would be high. We've got to look out for the interests of the taxpayers of Utah."

Romesburg was out of town and could not be reached for comment.

But Heber City Mayor Lynn Adams, an UVSC business instructor and administrator, said some state agencies have expressed their preference that the development be serviced by a municipality, primarily because SSDs are more expensive. In a city, there are more connections to the sewer line per foot of pipe, and the closer the structure is to the plant, the less expensive the service.

"There are a lot of state entities involved. I think the city should annex north. My personal preference would be to run the sewer lines to the Heber Valley sewer district. I think it would be cheapest. If the development had to create its own sewer plant, it would take longer and be expensive. The original documents for Heber's sewer district said it would be the only plant in the valley," said Adams. "The Division of Water Quality may put pressure on the situation and say, 'we don't want you to put a plant there.' An alternative would be to pool money with Heber's sewer district and Jordanelle to work together to get a line to the college that could serve Jordanelle and the college."

The district, three miles north of Heber, has the backing of at least 16 of its homeowners who filed a petition of support. Wasatch County Commissioner Mike Kohler said developers would have to present projects for consideration before commercial zoning occurs, but he added the needs of North Village property owners and Heber's businesses will be balanced.

Many have voiced concerns that the district's growth would halt the city's, especially Heber's Main Street. City Planning Director Allan Fawcett said the district is "outrageous," and cited expense and a "hodgepodge" of growth scattered throughout the valley as a deterrent.

"I've never seen more of a hodgepodge than the recent plan for the development released by (Wasatch Planner) Sharon Atkinson. The County Commission is not planning that correctly and it could destroy Main Street businesses," Adams concurred. "I am hoping the county will work with us whether we annex it in or not, so the city has the opportunity to plan the corridor. As we look south on Highway 40 it is a terrible hodgepodge. We want north to be our interest and remain beautiful."

Robyn Pearson, Economic Development Officer for the Heber Valley Chamber of Commerce and Wasatch County, who researched growth for the county, said the effect of the development depends on whether "they are carving up the pie into smaller pieces or providing resources currently not available, which would enlarge the pie."

UVSC Dean and Assistant to the President Barbara Von Diether said she was "delighted" to hear the state is not requiring municipal control of the development. "Obviously it makes it easier to go ahead and proceed with our plans," said Von Diether. She was concerned, however, UVSC gets the requisite utilities.

"It is not easily solved. Heber Valley Sewer District is near capacity. Either one will cost money and therein lies the issue. Without that, we will flat out not have a college. We have a narrow window of opportunity that will close in six months or less or this valley will never have a college," Von Diether said. "The college has come up with millions of dollars. We've done a great deal toward making this college happen, but it is now time for the community to also step forward and show they support the college in a real way."

Adams said UVSC would boost the valley's economy, citing Orem's campus as an example, and the expected approximately 2,500 students would offer a plentiful labor pool for the short-staffed tourism industry.

"We've got to have jobs to go with the houses. We're really going to slow down the housing annexations because we want to create jobs and a viable community," Adams said. "I hope they don't strangle the goose that is laying the golden egg."

ORIAL

ce on "Gifts"

semantics, it's a bribe.

But wait you government employees say, I can't be bought for a Jazz ticket, just less a more inconsequential gift like dinner, lunch or even a cup of coffee. Problem is, that flies in the face of our mutual human experience. We all tend to empathize with those we associate with. Salesmen try to befriend you for the sale, not because you're a gifted conversationalist. Worst yet, people can be bought cheaply. The occasional soft drink or cup of coffee subconsciously buys our allegiance to the giver. It's the oldest trick in the salesman's book, and consistently offers a damn fine return on the investment.

So how about reform this year? What if the State Legislature were to pass a bill saying no government employee from Governor to Dog Catcher, can take any gift of any value from anyone having business with the government? How about it Beverly and Gordon, have you got the moral courage to sponsor legislation to stop the wholesale influence buying that pervades state government from top to bottom? And local government officials, will you pass similar legislation on the county and city levels? And just plain individual government employees, will you volunteer to just say no? Government for and by the PEOPLE, not for and by SPECIAL BUSINESS INTERESTS. Wow, what a concept!

MMENTARY

at a Crossroads

everywhere, our train crews have been severely traumatized by crossing accidents. It is even worse when these accidents involve our local friends and neighbors.

bsence of tic warning es should e the situa- wareness of torists.

Regarding automatic gates and flashing lights at the Highway 113 crossing near Charleston, the Utah Department of Transportation (UDOT) determines when and where such systems are installed, not the railroad. The Heber Valley Railroad has met with UDOT, Federal Railroad Administration (FRA) and Salt Lake Olympic Committee officials on several occasions, to discuss upgrading the Charleston crossing. The response from these organizations has been that the existing yellow advance warning signs, roadway markings and reflective crossbuck signs are adequate. This is due to the open terrain, unobstructed sight lines, the low speed and frequency of trains, and the small number of previous crossing accidents at this site. Even so, the railroad has scheduled future meetings with UDOT and the FRA, to further pursue upgrading of the crossing.

The absence of automatic warning devices should increase the situational awareness of motorists. Railroad crossbuck signs are traffic-control devices, the same as a "Stop" sign or "Yield" sign. When motorists ignore these signs and "run" the crossings, the results are often tragic, with serious injuries, property damage and mental anguish for everyone involved. As part of the community, we once again plead with all of you to "Look, Listen and Live!", when approaching railroad crossings.

By working together as a community, we can improve awareness and safety at railroad crossings in the Heber Valley and prevent tragic crossing accidents in the future.